

Appl. No. 10/803,355
Amdt. Dated 04/25/05
Reply to Office Action of 01/25/05

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A vehicle chocking system comprising:
 - a control panel positionable within a vehicle and for remotely operating said chocking system;
 - a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;
 - a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;
 - a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;
 - a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being engageable about a vehicle axle for assisting to maintain ~~same~~ the vehicle axle at a non-rotating position, one of said plurality of collars being securable to said housing; and
 - a power source for supplying power to said system[.] and
said chock arm further comprising an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire.

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2. (Canceled)

3. (Original)The chocking system of claim 1, wherein said tire chock further has a bottom surface and comprises a rubber pad attached thereto for providing resistive force against a ground surface.

4. (Original)The chocking system of claim 1, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.

5. (Original)The chocking system of claim 1, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.

6. (Original)The chocking system of claim 1, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.

7. (Original)The chocking system of claim 1, wherein said housing has a front portion with said slot being formed thereat.

8. (Original)The chocking system of claim 1, wherein said housing has a rear portion with said slot being formed thereat.

9. (Currently Amended)A vehicle chocking system comprising:
a control panel positionable within a vehicle and for remotely operating said chocking system;

a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;

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a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;

a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;

a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being engageable about a vehicle axle for assisting to maintain ~~same~~ the vehicle axle at a non-rotating position, one of said plurality of collars being securable to said housing; and

a power source for supplying power to said system;

said chock arm further comprising an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire.

10. (Original)The chocking system of claim 9, wherein said tire chock further has a bottom surface and comprises a rubber pad attached thereto for providing resistive force against a ground surface.

11. (Original)The chocking system of claim 9, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.

12. (Original)The chocking system of claim 9, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.

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13. (Original)The chocking system of claim 9, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.

14. (Original)The chocking system of claim 9, wherein said housing has a front portion with said slot being formed thereat.

15. (Original)The chocking system of claim 9, wherein said housing has a rear portion with said slot being formed thereat.

16. (Currently Amended)A vehicle chocking system comprising:
a control panel positionable within a vehicle and for remotely operating said chocking system;
a housing having a slot formed therein and including a motor disposed therein and electrically connected to said control panel, said motor including a threaded shaft selectively movable between retracted and expanded positions;
a chock arm having top and bottom end portions with said top end portion being pivotally connected to said motor, said chock arm being movable between operating and non-operating positions as said threaded shaft is expanded and retracted respectively;
a tire chock connected to said chock arm and being engageable with a vehicle tire for preventing same from rotating in a predetermined direction;
a plurality of collars securable to each other and having an arcuate portion formed substantially medially thereof respectively, said plurality of collars being engageable about a vehicle axle for assisting to maintain ~~same~~ the vehicle axle at a non-rotating position, one of said plurality of collars being securable to said housing;
and
a power source for supplying power to said system;
said chock arm further comprising an elongated pin connected thereto and extending outwardly therefrom, said tire chock having a slot formed therein and for

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receiving said pin so that said tire chock can be engaged and disengaged with a vehicle tire;

said tire chock further having a bottom surface and comprising a rubber pad attached thereto for providing resistive force against a ground surface.

17. (Original)The chocking system of claim 16, wherein said tire chock further comprises a serrated surface engageable with a vehicle tire and for maintaining surface contact therewith.

18. (Original)The chocking system of claim 16, wherein said tire chock has a longitudinal length extending substantially across a width of a vehicle tire.

19. (Original)The chocking system of claim 16, wherein said chock arm is formed to be non-linear so that said chock arm will extend outwardly and downwardly from said housing.

20. (Original)The chocking system of claim 16, wherein said housing has a front portion with said slot being formed thereat.